



## SPECIFICATION AMENDMENTS (Substitute Paragraphs)

Under Brief Description of the Drawings please amend the following five paragraphs found on pages 5, 6 and 7

FIGS. 7[[,3b]] and 10 illustrate side plan and detail views, respectively, of a tailpipe including cross section details of an attachment point for connecting a link to the tailpipe.

FIGS. 5, 8 and 9 illustrate an end view of the tailpipe, forward looking aft, indicating the axial depressions that form the internal blisters to house the actuators, as well as details of the actuator forward mounts on both sides of the tailpipe flange, respectively[[,]].

FIG. 12 also indicates the corrugating mating door integral hat sections with an integral end kicker plate arrangement as well as integral door frames inner skin[[,]].

FIG[[S]]. 14 [[A & B]] illustrates an end view of the doors over the tailpipe, forward looking aft into the tailpipe, indicating in particular a cavity formed between the door edges over the tailpipe internal blisters for housing an actuator on each side of the tailpipe. The upper door is rectangular while the lower door is shown as trapezoidal, which is the alternate configuration for the door invention. In FIG. [[14 B]] 31 the tailpipe does not have an internal blister since the door is deployed using four actuators located at the corners of the doors.

FIG. 32 shows a comparison of the impact of the rectangular/trapezoidal flat surface in allowing the majority of the exhaust gases to rebound in the forward direction, as compared with the circular door shape in which exhaust gases bounce back in different directions thereby reducing reverse thrust efficiency and can be conducive to exhaust plume escape and impingement on aircraft surfaces.